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borne in mind that they have had to be adjusted so as to meet the requirements of an irregularly extending and rapidly growing population, industry, and commerce, and also to meet the requirements of return upon capital invested. (2) The unsymmetrical and irregular character of the development of the rate structures finds ample excuse when viewed in the light of these considerations. (3) The development has been in accord with the needs of commerce and industry and is continually being molded more closely to those needs. (4) The returns to capital have not been excessive and the achievements in the railroad industry compare favorably with those in other lines. (5) Most of the complaints that were once urged against the railroads (for example, the complaints in the Cullom report of 1886) can no longer be justly urged. Producer and consumer alike receive substantial justice. (6) "Any radical or abrupt modification of the existing rate structure, or any attempt to substitute for it another scheme of rates of apparent mathematical symmetry, could not but react injuriously, not only upon the railroads, but upon industry and commerce, and, therefore, militate against the national welfare."

Few would be inclined to dissent from these conclusions and Mr. McPherson has rendered service in furnishing much new data upon this vexed problem. Particularly interesting and valuable are chap. 6, dealing with the effect of the transportation charge upon prices; chaps. 7 and 8, describing the various rate structures; chap. 19, containing an analysis of complaints made since the Hepburn Act took effect; and chap. 22, giving a survey of the present attitude of different sections and cities toward the rate adjustments which they have. These chapters contain material difficult, if not impossible, to find in any other work.

One regrets to have to record defects as well as merits. The work is not fortunately arranged. This is very noticeable despite a serviceable index and a detailed table of contents. The author has been too impatient of footnotes and references, using none in the entire book, although their use would have shortened and at the same time have strengthened his work. Indeed it may be said that the author has not profited as he should from the labor of others. The student would have appreciated the use of statistical data in many places where they could have been used to great advantage in bringing out the shifting of industry, commerce, and population. Yet it must be remembered that Mr. McPherson is not writing primarily for the student but for the railroad man and the "general public." To all, however, this book will be useful.

L. C. MARSHALL

THE UNIVERSITY OF CHICAGO

Misery and Its Causes. By EDWARD T. DEVINE. New York: Macmillan, 1909. 12mo, pp. xii+274. \$1.25 net.

This book, like two of the volumes which have preceded it in the "American Social Progress Series," presents to the wider public a series of lectures originally prepared and delivered on the Kennedy Foundation. In manner, consequently, it is simple and quick of appeal, and pleasantly spontaneous, despite the evidence it bears of deep and far-reaching search for the causes of misery as they reveal themselves to none but patient workers. In matter, it

announces Dr. Devine's conviction through experience that misery is to be regarded, if our scrutiny is to be of service, not as a mysterious and depressing condition to be palliated, but as the logical result of distinguishable causes which may be modified until the misery is swept away. The causes are to be summed up as maladjustment. Out of health, out of work, out of friends—such are the phrases which furnish thought for successive chapters. Then, a chapter on "The Adverse Conditions in Dependent Families" lays the way for a picturing of the better future, in colors of the ideal opposite conditions which we may hope more and more to make real. This convinced and convincing hopefulness is the dominant spirit of the book. To see an evil fills the author not with alarm because of the evil, but rather with courage because he sees. Characteristic also, and significant, is the sanity of view which assures him that our social system, ill-adjusted as it is, is fundamentally worth the saving, and no sufficient excuse for a panicky defection to socialism. Through this book Dr. Devine is likely once more to win earnest followers for the cause of a true social betterment.

J. A. F.

When Railroads Were New. By CHARLES FREDERICK CARTER. New York: Henry Holt & Co., 1909. 8vo, pp. xiv+324. \$2.00 net.

The author states the plan of this book as follows: "In this volume an attempt has been made to gather the floating fragments of railroad history having a human interest into a coherent narrative of the work-a-day trials and triumphs of the pioneers in the planning and building of the railroad that would be neither a dry historical treatise nor a collection of anecdotes. It is not designed to be comprehensive in the sense of including details of all the early railroads, or even of all the important ones that have survived. . . . It is hoped, however, that it is sufficiently comprehensive to present a homely picture of the development of the railroad in America under various representative types of conditions." More than fair success has been achieved in the execution of the plan. Following an introductory chapter on the "Dawn of the Railroad Era" come good readable accounts full to overflowing of the human element, of the early days of such roads as the Baltimore & Ohio, the Erie, the Pennsylvania, the Vanderbilt system, the first trans-continental road, the Atchison, Topeka, & Santa Fé, and the Canadian Pacific. A chapter entitled "Incubator Railroads" gives a view of the railroad beginnings in the great Middle West.

The work is intended for popular consumption. Indeed the main part of the material was originally published as a series of articles in the *Railroad Man's Magazine*. Mr. Carter's work might well be used, however, as optional reading for college classes in the subject. It can scarcely fail to excite interest, and while many of the details are fictitious, or at the best used with considerable freedom, the main body of facts is essentially correct. One could wish that the story of early building in the southeastern part of the country had received more attention.

L. C. M.